

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:54 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 1206 Const Calendar Day: 779 Date: 23-Jul-2014 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition overcast am, partly cloudy pm

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field on setup of TR's 18 & 19. Crews at the Pier 7 warehouse area lately have been working an 8-hour shift 0600 through 1430, but today they work a 10-hour shift 0600 through 1630. The CCO 314 operations do not happen in the OT portion of the day, with the OT being worked today because of urgency on another operation at the Pier 7 warehouse area. Working on the CCO operation today are Laborer Carlos (Pedro) Garcia (0600~1200), Ironworker Jared Garrett (~0630~0700), and Ironworker Jonathan Canites (~0630~0700). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

In the morning, the ironworkers spend about a half hour completing work started yesterday to move all the pallets of unused sandbags to one area where they can be surrounded by SWPPP containment to address one of the comments from a recent SWPPP inspection. They move all the remaining sandbags that were stored in the second of two major storage areas of sandbags to one major area of sandbags, but they do not move the occasional pallet of sandbags stored elsewhere around the test rig area. There remain a handful of pallets of sandbags around the test rig area that need to be moved. SWPPP containment is not placed today.

The laborer starts the day cleaning the two test rods that CT-METS MT'd yesterday afternoon. The MT powder is cleaned from the test rods. The majority of the powder from the MT is removed, but the most stubborn MT powder staining is not removed from the rods. Less effort is spent cleaning these rods that will be tested dry than was done for previous cleaning of test rods that were tested wet. This work is done with rags and MEK. This cleaning work is from 0600 to about 0730.

After cleaning the test rods, the laborer work on cleaning around the test rig site. This includes removing broken sandbags from various areas around the test rig site, including from where the removed sandbags (ironworkers moving sandbag pallets) were located. Sandbag residue is swept and shoveled. The broken sandbags and the sandbag debris is placed in a container to go to the trash.

Later in the day, CT-METS (James Doe assisted by Elijah Turner) do additional hardness testing on one of the test rods. This is a retest of the hardness testing performed by CT-METS yesterday.

I provide a test rig jobsite tour ~1430~1500 for the DJV's A354BD group, BATA/BAMC, and CTC. We examine the in-progress setup work on TR's 18 & 19, including the test rods. We also discuss the test



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setup for this and previous test rigs. We also examine the mostly dismantled test rigs (TR's 14-17).

During the tour, DJV Consultants Herb Townsend and Karl Frank expressed concern about the test rods sitting out in the field exposed to the environment prior to going in the test rigs. To address the comment, I move the test rods for TR's 18 & 19 into a CT trailer after the tour.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the test rig work area. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. An oxyacetylene torch is on idle/standby at the test rig work area. A compressor – IR 185 ABF ID 002039 - is on idle/standby at the test rig work area. ABF's Hyster 155 forklift (ABF ID 002375) and Hyster 80 forklift (ABF ID 002306) are used by the ironworkers during their approximately half hour of work at the test rig work area. A Kubota Cart is used by the laborer at the test rig work area.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Only some of this k-rail is currently in a test rig setup (8 pieces installed) with the remaining k-rail at the test rig site awaiting use (8 pieces) in the new test rigs (TR's 18 & 19) or will be spare/extra k-rail (4 pieces).

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used.

The crane mat and 12x12's quantities are as follows:

1 each 4'x20' crane mat (1 x 80 LF)

1 each 5'x19' crane mat (1 x 95 LF)

2 each 5'x20' crane mats (2 x 100 LF)

~4x2x4 = 32 LF additional 12x12's

Total 12x12's quantity = 407 LF

The agreed extra work with ABF is as follows:

Laborer Carlos (Pedro) Garcia - 5 hrs

Kubota Cart - 5 hrs

12x12 timber - 380 LF

See the attached Extra Work Order - Signed with ABF for CCO 314 work

### INSPECTOR OT REMARK:

Office and Field 2 hours: ABF's shift is 0600 to 1630. I am in the field part time for operations on CCO 314 test rig work in the morning when ABF is working there, and I am not in the field in the afternoon when ABF is not working in the field on CCO 314 test rig operations (working elsewhere). In the afternoon I provide a tour to the DJV's A354BD group, BATA/BAMC, and CTC between ~1430~1500. Then, later in the afternoon, I provide information and assist CT-METS and the DJV with A354 Grade BD information as requested. My shift is 0600 to 1630, with the OT between 1430 and 1630.